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HANDLING INDICATOR

TO : Department of State

1970 JAN 22 PM 19

PUBLISHING & REPRO. SERVICES DIVISION

DATE: JAN 21, 1979

FROM : Amembassy OTTAWA

SUBJECT : Arctic Sovereignty: Revision of US-Canada Search and Rescue Agreement

REF :

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Drafted by: POL:GBChristianson:bja

Drafting Date: 1/19/70

Phone No.:

Contents and Classification Approved by: DCM:RZSmith

Clearances:

The Embassy notes that during discussions held in February and November 1969 between U.S. and Canadian officials, it was agreed that the Search and Rescue (SAR) agreement of October 7, 1957 between the U.S. Coast Guard and the Canadian Forces would be updated to cover operations in the Arctic, particularly in the Canadian archipelago and the adjacent seas. The Embassy also notes that the proposed boundaries of the Canadian SAR region north of 70° N. latitude would coincide closely with the "territorial" boundaries advanced by Canadian proponents of the "sector" theory of Arctic sovereignty. (copies of pertinent documents enclosed).

In updating the 1957 agreement, the Department may wish to ensure that the SAR arrangements will not lend themselves to use by the GOC in support of possible future Canadian claims of sovereignty over the archipelago waters, for example by citation of "state practice" formally concurred in by the U.S. To this end consideration might be given to: (1) changing the boundaries of

Enclosures:

1. Map of FIR and Sparsely Settled Areas

2. Trip Report, Arctic SAR Meeting, 25 Nov 1969.

3. Minutes of Meeting on Arctic SAR held on 25 Feb 1969.

U. S. GOVERNMENT PRINTING OFFICE : 1966 O - 202-219 (258)

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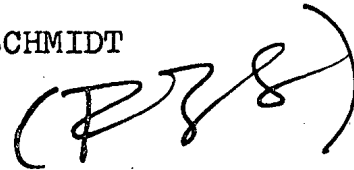
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the proposed Canadian SAR region; (2) avoiding exclusivity of operations in the Canadian SAR region by making specific provision for operations in that region by the U.S., e.g., from Thule; and/or (3) the insertion of a disclaimer clause concerning territorial claims in the agreement.

SCHMIDT

A handwritten signature in black ink, appearing to be "PS8" or similar, enclosed in a large, stylized parentheses.

CONFIDENTIAL

Memorandum

OSR-SL

DATE: 1 December 1969

TO : Chief, Office of Operations
VIA : Chief, Search and Rescue Division

FROM : SAR Liaison Officer

SUBJECT: Trip Report, Arctic SAR Meeting, 25 November 1969

1. Subject meeting was held in Ottawa, Canada. Representatives from the following attended:

U. S. Coast Guard

Headquarters - OSR and OC
COMEASTAREA
COMWESTAREA
CCGDL7

U. S. Air Force

Headquarters, Chief of Staff
Aerospace Rescue and Recovery Service Headquarters
Commander Alaskan Air Command
Air Base, Thule, Greenland
RCC, Sondstrom, Greenland

Canada

Headquarters, Canadian Defense Command (Host)
Department of Transport Headquarters
RCCs, Halifax, Trenton, Winnipeg and Vancouver
Royal Canadian Mounted Police

2. Various presentations were made regarding facilities available for a major incident in the far north and the concepts of operations which would be used. It was informally agreed that the agreements Canadian Defense Forces had with the Coast Guard and Air Force would be updated to cover the Arctic contingency rather than try to arrive at a new agreement. The revision of the operational agreement between the Commandant and the Chief, Canadian Defense Forces has been drafted and is being cleared in Canada before being transmitted to the Commandant for consideration. It was also informally agreed that, rather than trying to draft a joint operations plan at this time, each coordinator would draft one for his area and exchange it with his counterpart in the other country. If, upon study of the operation plans, there appeared to be areas which needed further coordination or a need for a joint plan, further coordination would be effected to bring this about. ✓



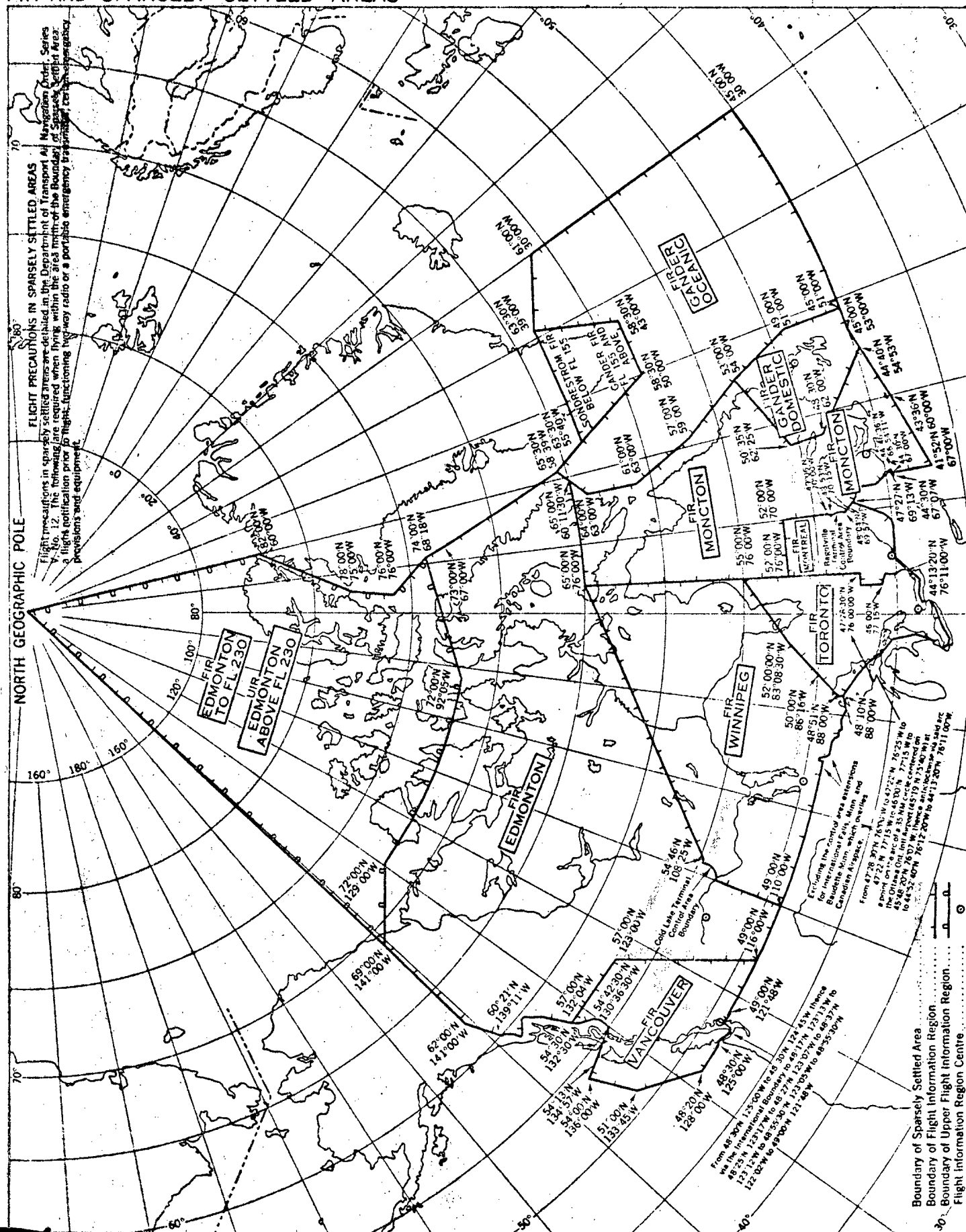
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FIR AND SPARSELY SETTLED AREAS



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MINUTES OF A MEETINGBETWEEN CANADIAN FORCES/DOT/UNITED STATES AIR FORCE/U.S. COAST GUARDON CO-ORDINATION OF ARCTIC SEARCH AND RESCUEHELD AT CFHQ AT 0930 HRS ON 25 FEB 1969

V 3385-0 (DORA)

10 March, 1969

- ANNEXES:
- A. Paragraphs 3.a and 3.b of Canadian Forces/U.S. Coast Guard SAR Agreement.
 - B. Map showing proposed new Arctic/Polar SAR Boundaries.

PRESENTCHAIRMAN

COL	CSS	GILLIATT	- DORA
MR	AJ	McCULLOUGH	- USCG, SAR DIVISION
LCOL	BA	BRAY	- HQ, USAF (AFZOTZB)
LCOL	RE	CROSS	- DConP
LCOL	DF	ROBERTSON	- DOPS 4
MR	TW	CHRISTOPHER	- DOT - Civil Aviation
MR	J	STEWART	- DOT - Marine Operations
MR	C	STEWART	- DOT - Telecom Branch
MAJ	AE	RICHARDS	- DORA 3-5
WO	LHL	BINETTE	- DORA 3-5-2

INTRODUCTION

1. The Chairman opened the meeting and stated that it had been called at the request of the U.S. Coast Guard and USAF to discuss Canada-United States co-ordination of search and rescue (SAR) operations in the Arctic, particularly in the Arctic Archipelago and adjacent seas.

ITEM	SUBJECT	ACTION BY
I	<p><u>U.S. COAST GUARD/USAF BRIEFING</u></p> <p>2. The Chairman requested the U.S. representatives to brief those present on the U.S. position with respect to SAR in the Arctic.</p> <p style="text-align: right;">.../2</p> <p>ENCL: (1)</p>	

OSR-SL Memo, dtd. 1 December 1969

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3. Detailed discussions were conducted between CCGDL7 representative and the SAR authorities from Winnipeg to identify the communications channels to be used between RCC Juneau and RCC Winnipeg in the new interface boundary between their areas of responsibility in the Arctic Ocean. It is expected that these conversations should lead to the kind of liaison which has existed for many years between USCG RCCs and Canadian RCCs in respect to other interface areas.

4. There were some other items of interest which were learned at the meeting. These are:

a. ARRS is planning to activate the 71st Rescue Squadron at Elmendorf AFB, Alaska in March 1970. This squadron will have 5 C-130 tanker aircraft and 4-HH 53 helicopters capable of in-flight refueling. If these plans come to pass, there will be an excellent means of rescue available for any incident on the Arctic ice.

b. The 55th Rescue Squadron, presently stationed at Bermuda will be moved to McChord AFB shortly after the 1st of the year. This will affect the capability available to COMEASTAREA to deal with mid-ocean incidents. According to the reports, the Navy is going to take over Kindley Field. We will probably be hearing from COMEASTAREA on this after he assesses the impact of the move on Atlantic SAR planning.

c. A Canadian DOT representative (aeronautical) expressed some concern about the coming ICAO North Atlantic Regional Air Navigation meeting in that the meeting might get into the aspect of polar SAR planning with other countries stating requirements which the U. S. and Canada were not prepared to carry out. It was the general consensus of opinion that this problem could best be met by the U. S. and Canada jointly being able to propose a practicable SAR plan if necessary. In private discussions with the Canadian officer who will be drafting their position for the ICAO meeting, a general outline of an ICAO plan for the area was developed. We agreed that we would exchange information on our position as it developed so that the U. S. and Canadian delegations could present a united front on a feasible plan if this became necessary.

d. Three bases appear to be the key advance bases for deployment of SAR forces: Thule with ARRS elements deployed from Pease AFB; Resolute Bay, with Canadian elements deployed from southern Canadian bases; and Eilson AFB, Alaska, with C-130s deployed from Kodiak and Elmendorf. ✓

e. CCGDL7 representative indicated that that district will soon be sending in budgetary requirements of their proposed operations plan. It appears that some modest expenditure will be requested for droppable Arctic survival equipment, droppable datum markers for dropping on the ice (probably the tumbling airfoil beacon used with crash position indicator systems) and additional communications equipment.

A J McCullough
A. J. McCULLOUGH

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SUBJECT

ACTION

3. In opening his briefing, Mr. McCullough noted that Arctic SAR capability would be an agenda item at a forthcoming North Atlantic ICAO meeting to be held in early 1970. As Canada and the U.S. were the nations primarily concerned in this area, he considered it necessary that both countries review their Arctic SAR responsibilities and capabilities. Especially pertinent were the defining of the SAR boundary over the polar region between Alaska and Canada, and the creation of a joint Canada-U.S. operational plan for co-operation in the event of a SAR incident involving a civil airliner in the Arctic/polar areas. He also made reference to the expected increase of traffic in these areas arising from Arctic oil exploration and development.

4. Mr. McCullough made particular reference to the need to amend the 1965 Search and Rescue Agreement Between Chief of the Defence Staff and Commandant, U.S. Coast Guard, with respect to delineating the western SAR boundary north of the North American continent. He then proposed the following specific amendments to the Agreement:

- a. Paragraph 3.a.: Add new sub-paragraph (3) and change the present sub-paragraph (3) to sub-paragraph (4). The new sub-paragraph (3) would read:

(3) Arctic

Water areas north of the North American continent and east of 141° W. longitude.

- b. Paragraph 3.b.: Add new sub-paragraph (3) and change the present sub-paragraph (3) to sub-paragraph (4). The new sub-paragraph (3) would read:

(3) Arctic

Water areas north of the North American continent and west of 141° W. longitude.

Secretarial Note: A copy of the existing paragraphs 3.a and 3.b of the Agreement is attached at Annex A.

5. Mr. McCullough completed his briefing with an outline of USCG SAR facilities in Alaska, and LCOL Bray summarized the USAF SAR facilities in Alaska and Greenland.

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SUBJECT

ACTION BY

CANADIAN FORCES BRIEFING

6. The Chairman briefed the USCG, USAF and DCT representatives on the Canadian Forces SAR capability. He noted that the Canadian Forces would have to rely on secondary SAR facilities, in the form of Hercules aircraft, to provide SAR coverage in the Arctic and polar regions. He also raised the question of defining the SAR boundary north of the North American continent in the Greenland area.

7. Following his briefing, the Chairman invited discussion on specific points raised in the briefings.

PROPOSED AMENDMENTS TO CANADIAN FORCES/USCG SAR AGREEMENT

8. The Chairman observed that the SAR boundary amendments proposed by the USCG involved incorporating formally what was already recognized informally. He had no objection to accepting the amendments.

9. Discussion took place as to the best method of amending the Agreement. It was noted that the terminology of the Agreement was out of date in that the responsible Canadian SAR agency was referred to as the Royal Canadian Air Force, and the Chairman proposed that the entire Agreement be re-written, incorporating the amendments. The USAF/USCG representatives agreed to this course of action.

10. Decision. It was decided that the Canadian Forces would re-write and up-date the Agreement for concurrence and signature by the CDS, and submit it to the Commander, U.S. Coast Guard for concurrence and signature.

DORA

EASTERN BOUNDARY OF CANADIAN SAR AREA IN ARCTIC/POLAR REGIONS

11. The Chairman was concerned that the eastern boundary of the Canadian SAR area north of 70° N. latitude was not defined. He considered that action should be taken to have it defined. During discussion on this matter, it was noted that SAR boundaries normally followed the boundaries of a Flight Information Region (FIR). Mr. Christopher noted that the boundary of the Edmonton Upper Level Flight Information Region (UIR) was defined in that area and could probably be used as the boundary for the SAR area. It was agreed that this was the best course of action, but that Denmark would have to be consulted before the boundary could be delineated.

12. Decision. It was proposed to have the eastern SAR boundary north of 70° N. latitude coincide with that of the Edmonton UIR, and request the concurrence of Denmark to this course of action.

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SUBJECT

ACTION BY

Secretarial Note: A Map, showing the proposed new SAR boundaries, which are coincident with the Edmonton UIR, is at Annex B.

NORTHERN SAR EMERGENCY/DISASTER PLANS

13. All representatives agreed that there was an urgent requirement for the USAF/USCG and Canadian Forces to develop plans relating to a SAR emergency in the northern areas involving a civil airliner. The USCG/USAF representatives said they had no plan in being to cover this type of emergency, and the Chairman stated that the existing Canadian Forces plan required revision. The DOT representatives reviewed the Canadian Coast Guard and communications facilities available in this area.

14. General agreement was reached on the need to formulate realistic plans. Because of the shortage of facilities in the northern regions, it was considered that a high degree of co-operation was needed between the responsible Canadian and U.S. agencies. This raised the requirement to have the plans developed jointly, and it was agreed that a further meeting should be held to co-ordinate U.S. and Canadian plans. This meeting would be attended by the operational formations who would be directly responsible for implementing them. This would involve representatives from the USCG/USAF in Alaska and Greenland, and Canadian Forces representatives from those units directly responsible for northern SAR operations.

15. Decision. The Canadian Forces would host a meeting in September or October 1969 to formulate joint USCG/USAF and Canadian Forces Northern SAR Emergency/Disaster Plans. CFB Winnipeg was suggested as the site for the meeting.

DCRA

Annexes

C.S.S. Gilliatt
C.S.S. Gilliatt
Colonel
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